Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

Transportation Committee

Annotated Agenda

Friday, September 18, 2020

GoToWebinar Meeting

Please register in advance at **https://attendee.gotowebinar.com/register/3596395191829753614**
To participate by phone, call (562) 247-8321 with access code 766-441-087

1.0 Call to Order/Introductions 9:30 a.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— August 7, 2020
ACTION REQUESTED: Approval

4.0 Committee Reports
A summary of the recent committee activities is available on the **Committee Updates** web page.
ACTION REQUESTED: Information

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)
TIP Amendment **20-09** was published to the **eTIP web site** on September 11, 2020 for committee review and public comment. A memo summarizing formal TIP amendment 20-09 and administrative amendments **20-09.1** and **20-09.2** is included in the meeting materials. Staff requests approval of TIP Amendment 20-09.
ACTION REQUESTED: Approval

6.0 CMAQ Mid-Point Performance Plan
CMAP staff will present an update of the CMAQ Performance Plan that meets FHWA requirements for a 2-year mid-point progress assessment for achieving program performance targets.
ACTION REQUESTED: Approval

7.0 Traffic Safety Action Agenda
CMAP staff will provide an update on the creation of a traffic safety resource group. The potential work of the resource group will be discussed with the committee.

ACTION REQUESTED: Discussion

8.0 Metropolitan Planning Council Update

The Metropolitan Planning Council will provide an overview of the organization's structure, purpose and recent transportation initiatives.
ACTION REQUESTED: Information

9.0 Agency Budgets Updates under COVID-19

Using a lightning round format, committee agencies can provide updates on their agency's budget status under the current COVID-19 pandemic conditions.
ACTION REQUESTED: Information

10.0 CTA Red Line Extension Video

An updated informational video on the ON TO 2050 regionally significant Red Line Extension project will be shown.
ACTION REQUESTED: Information

11.0 Legislative Update

Staff will provide an update on relevant federal and state legislative activities.
ACTION REQUESTED: Information

12.0 Other Business

13.0 Public Comment

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to submit comments to **transportation@cmap.illinois.gov** by September 17, 2020. Comments received prior to the meeting will be read into the record by staff. Additional comments will be accepted during the meeting. The amount of time available to speak will be at the chair's discretion. It should be noted that the time for the public comment period will immediately follow the last item on the agenda.

14.0 Next meeting

The next Transportation Committee meeting will be December 11, 2020.

15.0 Adjournment

Committee Members

_____ Charles Abraham	____ Jessica Hector-Hsu**	_____ Anthony Quigley
_____ Darwin Burkhart	____ Scott Hennings	_____ Tom Rickert
_____ Kevin Carrier	____ Tom Kelso	_____ Leon Rockingham
_____ Lynnette Ciavarella	____ Fran Klaas	_____ Joe Schofer
_____ Michael Connelly	____ Christina Kupkowski	_____ David Seglin
_____ John Donovan***	____ Erik Llewellyn	_____ Chris Snyder*
_____ Doug Ferguson	____ Kevin Muhs	_____ P.S. Sriraj
_____ Tony Greep***	____ Tara Orbon	_____ Scott Weber
_____ Adrian Guerrero	____ Jessica Ortega	_____ Audrey Wennink
_____ Robert Hann	____ Heidy Persaud	_____ Rocco Zucchero

*Chair **Vice-Chair ***Non-voting

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Chicago Metropolitan Agency for Planning (CMAP)
DRAFT
Transportation Committee Meeting Minutes

August 7, 2020

Via GoToMeeting

Members Present: Christopher Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT DIPI, Brian Carlson – IDOT District 1, Lynnette Ciavarella – Metra, Michael Connelly – CTA, John Donovan – FHWA, Aimee Lee – Tollway, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Jeremy Glover – MPC, Chris Hiebert - SEWRPC, Scott Hennings – McHenry County, David Kralik – Metra, Christina Kupkowski – Will County, Erik Llewellyn – Pace, Tara Orbon – Cook County, Jessica Ortega – Bike/Ped Task Force, Heidy Persaud – CNT, Leon Rockingham – Council of Mayors, David Seglin – CDOT, P.S. Sriraj – Academic and Research

Staff Present: Erin Aleman, Lindsay Bayley, Nora Beck, Stephen Di Benedetto, Sarah Buchhorn, Daniel Comeaux, Teri Dixon, Kama Dobbs, Jesse Elam, Jenna Gonzales, Jane Grover, Quinn Kasal, Catherine Kemp, Leroy Kos, Stephanie Levine, Elliot Lewis, Jen Maddux, Tony Manno, Tim McMahon, Martin Menninger, Jason Navota, Lily Neppl, Stephane Phifer, Russell Pietrowiak, Greta Ritzenthaler, Todd Schmidt, Jeff Schnobrich, Elizabeth Scott, Gordon Smith, Tina Smith, Emily Spangler, Ryan Thompto, Simone Weil, Beatrix Yan

Others Present: Karin Allen, Garland Armstrong, Heather Armstrong, Len Cannata, Emily Daucher, Eva De Laurentiis, Emily Drexler, Garret Drexler, Mike Fricano, Paul Gregoire, Laura Heckel, Noah Jones, Mike Klemens, Daniel Knickelbein, Melissa Meyer, William Morgan, Jason Osborn, Ryan Peterson, Reed Panther, Kelsey Passi, Jonathan Rualo, Neline Sahagun, Hersh Singh, Joe Surdam, Holly Waters, Michael Weiser

1.0 Call to Order and Introductions

The meeting was called to order at 9:33 a.m. by Mr. Snyder.

2.0 Agenda Changes and Announcements

Mr. Snyder gave an overview of meeting procedures. There were no agenda changes.

3.0 Approval of Minutes – June 26, 2020

A motion to approve the minutes from the June 26 meeting, made by Mr. Seglin, seconded by Mr. Connelly. A roll call vote was conducted with all in favor, the motion carried (roll call results shown at the end of the minutes).

4.0 Committee Reports

The Coordinating Committee did not meet in July. There was no update.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

Mr. Ferguson reported on the 47 TIP changes included in TIP Amendment 20-08, as well as the 128 TIP changes contained in administrative amendments 20-08.1 and 20-08.2.

A motion to approve formal TIP amendment 20-08, made by Ms. Hector-Hsu and seconded by Mr. Seglin, carried. Mr. Glover inquired about I-80 reconstruction, regionally significant project 36, noting that 'managed lanes' had been removed from the project title. Mr. Carlson stated that the current proposal is to reconstruct the project with additional, free lanes. A roll call vote was conducted. With Mr. Hiebert abstaining, the motion carried (roll call results shown at the end of the minutes).

6.0 Regional Pavement Data

Mr. Schmidt discussed transportation performance management (TPM), which tracks national goals at a state and regional level for safety, system performance and air quality. He reviewed the pavement performance measures, noting that state DOTs set both two- and four- year targets while MPOs only set four-year targets. Staff is recommending updating CMAP's four-year target as complete data is now available. CMAP will bring their recommendation to the Transportation Committee in December for approval. After approval, the recommendation will go the CMAP Board and MPO Policy Committee. Finally, IDOT will be notified of targets.

Mr. Schmidt clarified that targets are out to 2022 and that the analysis uses NHS pavement condition data. Mr. Carlson inquired whether the Transportation Asset Management Plan (TAMP) conditions matrice has been considered. Mr. Schmidt clarified it has not been considered as staff is only looking at federal performance measures. Ms. Orbon clarified that the NHS data is a subset of the federal aid route system. Mr. Seglin suggested that if requirements are being exceeded, perhaps targets should be made stricter. Mr. Carlson followed-up, suggesting there be some uniformity between CMAP requirements and IDOT TAMP requirements. Mr. Sriraj asked via the chat function if there is visual representation of the poor pavement condition. He inquired whether there is any correlation with poor pavement condition and its proximity in the region. Mr. Schmidt stated staff could create a visualization.

7.0 IDOT Pavement Performance Targets and TAMP

Mr. Morgan discussed FHWA PM2 targets. He noted that the federal performance measures being discussed are strictly based off of the NHS system, which includes some minor arterial and collector roads. Mr. Morgan reminded members that IDOT is required to provide two and four-year targets based off of the NHS criteria. While setting targets, it is important to remember that the data is collected over a few years. Therefore, the data that will be presented in October of this year is based off of data collected in 2019. Mr. Morgan noted that the data for bridge and pavement gets submitted in March and April, respectively. FHWA then reviews and processes the data, removing the length of pavement on bridges. As a result, the two-year report will be finalized around the three-year mark. IDOT will receive final numbers on September 1 and then meet with bridge and pavement areas to review numbers and reassess four-year targets.

Mr. Snyder asked whether the delay in data overstates the poor condition ratings. Mr. Morgan replied yes, stating only projects that are completed receive a change in condition. However, FHWA does allow for up to 5% of missing data, which can capture some of these nuances. Additionally, Mr. Hiebert confirmed that IDOT collaborates with tollway. Ms. Orbon confirmed that no deterioration is taken into consideration. She suggested this potentially balances out the lag in capturing completed improvements. Mr. Morgan confirmed that the targets are based on a snapshot of the current data and is not managed to align to construction improvements as they're completed. These improvements, however, be captured in the second reporting period.

Ms. Heckel presented on the TAMP, IDOT's first Transportation Asset Management Plan. Mr. Carlson commented that IDOT District 1 has projects in the TIP that are programmed on pavement that may still be considered in good conditions in order to stave off more expensive rehabilitation projects. Ms. Heckel agreed it's important to be strategic with financial resources to avoid more costly reconstruction projects. Mr. Seglin inquired whether the State TAMP includes the toll way system. Ms. Heckel stated federal rules require it, with each state DOT responsible for reporting on all NHS miles regardless of jurisdiction.

8.0 CTA Coronavirus Pandemic Customer Survey

Ms. Drexler discussed the survey Chicago Transit Authority (CTA) conducted of customers riding the bus and rail systems during the Illinois Stay at Home Order. The purpose was to understand who was riding the system, the purpose of their trips, and their perception of the safety measures CTA was implementing.

Mr. Seglin asked whether CTA would be implementing any changes based on the survey results. Ms. Drexler stated the purpose of the survey was to test ridership assumptions. Mr. Connelly added that CTA has shifted cleaning times to be more visible to patrons and moved larger vehicles to high capacity areas He also highlighted that CTA had rear door boarding on buses from April 9 – June 2. This received mixed results from riders as some busses do not have automatic rear doors.

9.0 CMAP's Climate Agenda Development

Mr. Navota introduced the climate area focused work plan for FY 2021. Mr. Snyder inquired whether staff has modeled for the long-term impacts of COVID if there's a permanent shift to work from home. Mr. Menninger stated staff will be looking into mode shift; however, work trips represent a small percentage of overall trips. Mr. Navota said staff did model emissions on a typical work weekday as compared to the same day last year. The results indicate remote work alone will not make a big enough impact to reach the 2050 goals. Ms. Ortega commented that people should be able to go to the school in their neighborhood to help reduce emissions from commuting. Ms. Lee clarified that the goal of these projects is reduction of emissions. Mr. Menninger stated that some of the projects deal with monitoring. Staff will be refining what data to use, and future analysis should also include an opportunity cost measure. Mr. Snyder inquired whether, within the transportation sector, staff had identified which activities are the highest transmitters. Mr. Menninger replied that, based on the literature review, staff plan to consider all activities. The travel model, however, does indicate trip type. Mr. Glover suggested staff try to understand emissions that are coming from trips that could have been taken using a low or zero emission mode. Mr. Seglin suggested staff look into mode shift, technological solutions and land use. For example, CDOT has a clean fuel fleet program. Mr. Navota said staff will look into all of those option, noting land use will take the longest to implement.

10.0 Legislative Update

There was no legislative update.

11.0 Other Business

Mr. Seglin inquired whether staff had formed a safety task force and suggested it be discussed at the next meeting. Mr. Snyder suggested the agencies discuss how they incorporated COVID-19 into their FY 21 budgets.

12.0 Public Comment

Ms. Bayley presented the public comments. Ms. Sahagun commented that some busses in New York that use rear door boarding have fare boxes on the sidewalk. She suggested this may be an option for CTA. Ms. Armstrong commented on the need for more railroad separations and better bridges. Mr. Carlson followed up with Mr. Armstrong regarding the status of the City of Des Plaines River Road project. The project will be mostly completed by Labor Day weekend with land scaping scheduled for late September.

13.0 Next Meeting

The next Transportation Committee meeting is scheduled for September 18, 2020.

14.0 Adjournment

With no other business before the committee, Mr. Snyder adjourned the meeting at 11:55 a.m.

Roll Call Votes

		3.0 6/26/20 Minutes		5.0 TIP Amendment 20-08	
Member	Agency	Y	N	Y	N
Chuck Abraham	IDOT DIPI	X		X	
Mike Klemens	Lake Co	X		X	
Brian Carlson	IDOT D1	X		X	
Lynnette Ciavarella	Metra	X		X	
Michael Connelly	CTA	X		X	
Doug Ferguson	CMAP	X		X	
Jackie Forbes	Kendall Co	X		X	
Jeremy Glover	MPC	X		X	
Jessica Hector-Hsu	RTA	X		X	
Scott Hennings	McHenry Co	X		X	
Chris Hiebert	SEWRPC	X		Abstain	
Christina Kupkowski	Will Co	X		X	
Aimee Lee	Tollway	X		X	
Erik Lewellyn	Pace	X		X	
Tara Orbon	Cook Co	X		X	
Jessica Ortega	Bike/Ped TF	X		X	
Heidy Persaud	CNT	X		X	
David Seglin	CDOT	X		X	
Chris Snyder	DuPage Co	X		X	
P.S. Sriraj	University	X		X	
Eugene Williams	Council of Mayors	X		X	

Respectfully submitted,

Mary Weber

Roll Call Votes

		3.0 5/22/20 Minutes		5.0 TIP Amendment 20-07	
Member	Agency	Y	N	Y	N
Chuck Abraham	IDOT DIPI	X		X	
Kevin Carrier	Lake Co	X		X	
Lynnette Ciavarella	Metra	X		X	
Doug Ferguson	CMAP	X		X	
Jessica Hector-Hsu**	RTA	X		X	
Scott Hennings	McHenry	X		X	
Tom Kelso	IDOT OP&P	X		X	
Jackie Forbes	Kendall Co	X		X	
Christina Kupkowski	Will Co	X		X	
Erik LLewellyn	Pace	X		X	
Chris Hiebert	SEWRPC	--		X	
Tara Orbon	Cook Co	X		X	
Jessica Ortega	Bike/Ped TF	X		X	
Brian Carlson	IDOT D1	X		X	
Tom Rickert	Kane Co	X		X	
Leon Rockingham	Council of Mayors	X		X	
Joe Schofer	Academic	X		X	
David Seglin	CDOT	X		X	
Jeremy Glover	MPC	X		X	
Rocco Zucchero	Tollway	X		X	

Respectfully submitted,

Doug Ferguson

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: September 11, 2020

Re: Transportation Improvement Program (TIP) Amendments

Since the August 7th committee meeting, project programmers submitted 35 formal amendments for Transportation Committee consideration. Additionally, 119 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the **eTIP public web page**. Staff requests committee approval of Formal Amendment 20-09.

Formal Amendment 20-09

A total of 35 formal amendments were submitted for Transportation Committee approval on amendment **20-09**. Cost changes to 22 existing projects removed over $26 million in total cost from the TIP, scope changes to two (2) projects removed nearly $14 million, and the deletion of two (2) projects removed another $140 thousand. Four (4) new projects added $15.7 million, and another $6 million was added due to phases moving into or out of the active years (FFY 2020 – 2024) of the TIP on five (5) projects. The overall change in total project cost within all prior, current, and future years due to this amendment is the removal of $18.7 million from the TIP, as summarized below.

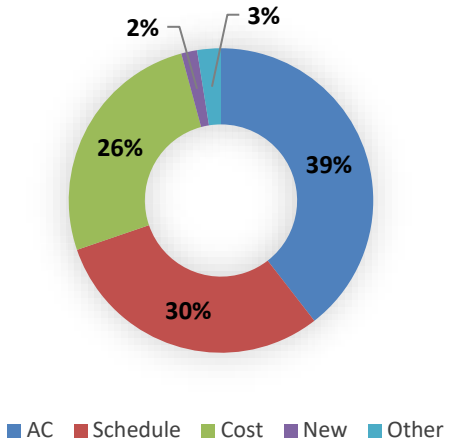
Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Cost change	22	-$26,417,553	$6,346,470,938	$6,320,053,385
Phase(s) added to/removed from TIP	5	$6,000,000	$66,410,483	$72,410,483
New Project	4	$15,700,000	$0	$15,700,000
Delete project	2	-$140,000	$890,000	$0
Scope change	2	-$13,917,000	$16,950,803	$3,033,803
Grand Total	**35**	**-$18,774,553**	**$6,430,722,224**	**$6,411,197,671**

Administrative Amendments 20-09.1 and 20-09.2

A total of 119 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments **20-09.1** and **20-09.2**. Administrative amendments include new projects that are not

federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

20-09.1 & 20-09.2 Administrative Amendments - Type of Change



The majority of administrative changes submitted placed phases into or convert phases from Advance Construction (AC) status. Cost adjustments made with these changes resulted in $5.5 million in total cost being added to the TIP. Cost changes to 31 projects added over $49 million to the TIP. Eight (8) of the 31 projects reduced costs, and the remainder increased costs. The majority of the increase was due to the addition of over $53 million in non-federal funds for road improvements in the area surrounding the Forest Hill Flyover portion of the CREATE 75th Street Corridor Improvement Project. An additional $3.1 million was added for two (2) new projects. Financial changes made when schedules were changed on 36 projects removed $18.4 million. Three additional projects had other changes, such as updating project ID numbers, with no cost adjustments. Overall, the 119 administrative changes resulted in $39.5 million being added to the TIP. The type of change, number of projects affected, and total project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Phase(s) placed in AC	26	$1,900,000	$1,651,793,669	$1,653,693,669
Phase(s) converted from AC	21	$3,630,346	$871,986,490	$875,616,836
Schedule change	36	-$18,362,750	$401,295,229	$382,932,479
Cost change below thresholds	31	$49,268,755	$1,943,932,965	$1,993,201,720
New Project	2	$3,050,000	$0	$3,050,000
Other	3	$0	$5,277,823	$5,277,823
Grand Total	**119**	**$39,486,351**	**$4,874,286,176**	**$4,913,772,527**

ACTION REQUESTED: Approval of formal TIP Amendment 20-09

Chicago Metropolitan
Agency for Planning

CMAQ Mid-Point Performance Plan

September 2020

CMAQ Mid-Point Performance Plan

CMAQ Program Performance

This report summarizes the federal requirements for the Chicago Metropolitan Agency for Planning (CMAP) in the establishment and monitoring of performance measure targets associated with the Congestion Mitigation and Air Quality Improvement (CMAQ) program. On October 10, 2018 the 2-year and 4-year targets contained in this report were approved by the MPO Policy Committee along with the adoption of ON TO 2050[1]. The performance measure targets include unified urbanized targets for the performance measures of Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) travel in the area of traffic congestion, and a quantifiable target for Emissions Reduction for applicable pollutants and precursors for the nonattainment/maintenance areas within the CMAP planning area boundary. The targets describe in this report meet the Moving Ahead for Progress in the 21st Century Act (MAP-21)/ Fixing America's Surface Transportation Act (FAST Act) performance-based planning and programming requirements and are consistent with the target setting approaches of Illinois and Indiana. This report contains a 2-year progress assessment in achieving those performance targets.

See Appendix A for a background and overview of the federal performance measure targets for CMAQ and Appendix B for data requirements and sources.

Performance Plan

Baseline Performance

The CMAQ Performance Plan is required to report baseline performance for each CMAQ measure. For the PHED and Non-SOV measures, baseline performance is reported for calendar years 2017 and 2016 respectively. For the Total Emissions Reduction measure, baseline performance is reported for the applicable pollutants associated with CMAQ funded projects obligated in federal fiscal years 2014 through 2017.

Peak Hour Excessive Delay (PHED)

This measure is calculated using data from the Federal Highway Administration's (FHWA) National Performance Management Research Data Set (NPMRDS). The NPMRDS provides travel time by road segment for the National Highway System (NHS) in 15-minute intervals. Travel times are provided for passenger, freight, and combined values. Along with the travel time information, a geographic file of the road segments is provided through the NPMRDS.

The geographic file includes information for each road segment including length in miles, average annual daily traffic, functional classification, and other roadway attributes. A conflation

[1] https://www.cmap.illinois.gov/2050

process was used to assign a speed limit information to the NPMRDS data. The 4:00 p.m. – 8:00 p.m. afternoon peak is used to be consistent with CMAP's travel model time periods.

The PHED is calculated for each 15-minute interval in the peak periods for all segments in the Chicago urban area. The 15 minute interval PHED is calculated in the following steps:

- Segment length divided by a segment's speed threshold (larger of 20 miles per hour, or 60 percent of speed limit) times 3,600 where travel time less than or equal to 900 seconds.
- Segment travel time minus the result from above step
- If result from above step greater than 0, then result divided by 3600
- Result from above step multiplied by the 15-minute volume and the average vehicle occupancy for the segment
- The results from the above steps are summed for the urban area and divided by the urbanized area population

The total PHED is divided by the urbanized area population to calculate the peak hour excessive delay per capita. Illinois Department of Transportation (IDOT) provided access to the Regional Integrated Transportation Information System (RITIS)[2] tool that was used to calculate this measure.

Table 1. Baseline Performance Period PHED

CY 2017 Performance
14.8 hours

Non-SOV Travel

The baseline for the Non-SOV Travel is calculated using the most recent table DP03 from five-year estimated of the U.S. Census Bureau's American Community Survey (ACS) dataset. 2016 is the most recent five-year data available. The percentage of commuters that predominantly do not commute by driving alone in a car, van or truck is used.

Table 2. Baseline Performance Period Non-SOV Travel

CY 2017 Performance
30.6% (2016)

Total Emissions Reduction

Applicable criteria pollutants for the CMAP non-attainment area include ozone and particulate matter 10 microns (PM_{10}) as reported in Environmental Protection Agency's Green Book.[3]

[2] Regional Integrated Transportation Information System www.ritis.org

[3] https://www.epa.gov/green-book

Primary precursors for ozone are volatile organic compounds (VOC) and nitrogen oxides (NOx). In the recent past, the region was also in non-attainment for particulate matter 2.5 microns ($PM_{2.5}$) and only entered attainment status due to faulty monitoring data. It is likely that the region will again enter non-attainment status once reliable data is available in the next couple of years. Because of this, baseline performance and targets are reported for $PM_{2.5}$ but are not required at this time.

The Total Emissions Reduction measure for each of the criteria pollutants or applicable precursors for all projects reported to FHWA's CMAQ Public Access System are calculated to the nearest one thousandth by using the daily kilograms of emission reductions. CMAP staff calculates the daily kilograms of emission reductions as part of the project evaluation and selection process and provides that information to IDOT staff for inclusion in the CMAQ Public Access System. Lyons Township in western Cook County is declared a maintenance area for PM_{10}. The maintenance area is not the result of mobile source emissions, but a point source problem related to quarry activities within the township. Because these emissions are unrelated to transportation and mobile sources the baseline performance and targets are reported as zero.

Table 3. Baseline Performance Period Total Emissions Reduction

Criteria Pollutants and Applicable Precursors	FFYs 2014-2017 Performance (kg/day)
Volatile Organic Compounds (VOC)	279.242
Nitrogen Oxides (NOx)	1,271.470
Particulate Matter ($PM_{2.5}$)	47.555
Particulate Matter (PM_{10})	0.000

Targets and Assessment of Progress

CMAP must establish both 2-year and 4-year targets for the Chicago metropolitan planning area for each CMAQ performance measure and assess the progress of those targets with each biannual update of this report.

Peak Hour Excessive Delay (PHED)

The 2017 baseline PHED of 14.8 hours was used to set the 2022 target. This target was set in coordination with CMAP and Northwestern Indiana Regional Planning Commission (NIRPC) staff using data developed by NIRPC staff for the Indiana portion and RITIS for the Illinois portion of the urban area. Trend data and other factors were considered in setting the target

including construction and agency policies and goals of increasing transit ridership, transit supportive land uses, and improving traffic operations.

Table 4. PHED Performance Targets

Baseline	2-year Target	2-year Progress Assessment	4-year Target
14.8	N/A	14.5*	15.5

* 2019 PHED from RITIS is a preliminary number and CMAP is working to verify it.

While the PHED is a 4-year target, a 2-year progress assessment was done using RITIS numbers from 2018 and 2019. RITIS showed a PHED of 14.5 hours for 2019. This is below the baseline of 14.8 hours set in 2017 but the 2019 numbers may be an anomaly as RITIS had the PHED for 2018 at 17 hours. No adjustment to the 4-year target is recommended at this time.

Non-SOV Travel

The targets were set in coordination between CMAP and NIRPC staff based upon ACS trends between 2012 and 2016 and the ON TO 2050 goal of doubling transit ridership in the CMAP region by 2050 and the anticipated effects this would have on the non-SOV travel in the urbanized area.

Table 5. Non-SOV Travel Performance Targets

Baseline	2-year Target	2-year Progress Assessment	4-year Target
30.6% (2016)	31.4%	31.2% (2018)	32.1%

The 2-year progress assessment shows a non-SOV travel percentage of 31.2% which is just below the 2-year target of 31.4%. Because of the delay in ACS data the assessment data is for 2018 and the 2-year target is set for 2019. The non-SOV travel percentage is moving in the right direction for the 4-year target and an adjustment of that target is not proposed.

Total Emissions Reduction

The combined the total daily emissions for CMAP's FFY 2018-2022 CMAQ program was used to develop an annual estimate to generate the 2-year and 4-year targets.

Table 6. Total Emissions Reduction Performance Targets

Criteria Pollutants and Applicable Precursors	Baseline	2-year Target (kg/day)	2-year Progress Assessment (kg/day)	4-year Target (kg/day)
Volatile Organic Compounds (VOC)	279.242	123.035	106.143	246.070
Nitrogen Oxides (NOx)	1,271.470	3,321.759	7,247.636	6,643,518
Particulate Matter ($PM_{2.5}$)	47.555	216.088	505.023	432.176
Particulate Matter (PM_{10})	0.000	0.000	0.000	0.000

The progress assessment for the emissions reduction shows that both the 2-year targets for NOx and $PM_{2.5}$ have been meet as well as the 4-year year targets for those criteria pollutants. The VOC assessment shows a 16.892 kilograms per day short fall which is 14% of the 2-year target. Looking at the description of projects in Table 7 below shows that 5 out of the 9 project types underperformed based upon the program of projects in 2018. Those projects that did not move to construction or implementation are still in the program and the region is still able to meet the VOC 4-year target. No adjustment to the 4-year target is recommended at this time.

Description of Projects

Included in the table below are the project type categories identified for funding in CMAP's FFY 2018-2022 CMAQ program[4] and a description of how they will contribute to achieving the 2-year and 4-year targets for the traffic congestion and on-road mobile source emissions reduction measures.

[4] Programmed projects as of June 14, 2018

Table 7. Description of Projects in FFY 2018-2022 CMAQ Program and 2-year Progress Assessment

Project Category	Programmed FFY	Programmed Total Emissions Reduction (kg/day)			2-year Progress Assessment of Total Emissions Reduction (kg/day)			PHED Benefit	Non-SOV Travel Benefit
		VOC	NOx	$PM_{2.5}$	VOC	NOx	$PM_{2.5}$		
Access to Transit	*2018*	4.835	0.721	0.000	4.778	0.994	0.000	No	Yes
	2019	1.295	0.490	0.000	0.875	0.600	0.000		
	2020	0.000	0.000	0.000					
	2021	0.303	0.089	0.000					
	2022	0.326	0.092	0.000					
Bicycle & Pedestrian	*2018*	2.077	1.507	0.000	0.401	0.281	0.000	No	Yes
	2019	5.688	4.029	0.000	1.972	1.340	0.000		
	2020	0.047	0.035	0.000					
	2021	0.001	0.000	0.000					
	2022	0.000	0.000	0.000					
Bottleneck Elimination	*2018*	5.809	2.492	0.000	4.330	1.0115	0.000	Yes	No
	2019	0.687	0.831	0.000	0.698	0.698	0.000		
	2020	1.679	0.000	0.000					
	2021	0.000	0.000	0.000					
	2022	1.274	0.292	0.000					
Direct Emissions Reduction	*2018*	41.046	456.799	26.425	0.000	0.000	0.000	N/A	N/A
	2019	13.219	296.448	3.570	56.802	7222.29	505.023		
	2020	0.000	0.000	0.000					
	2021	67.805	7368.582	510.225					
	2022	0.000	0.000	0.000					
Intersection Improvement	*2018*	4.912	5.758	0.000	1.895	2.570	0.000	Yes	No
	2019	1.901	1.663	0.000	0.496	0.333	0.000		
	2020	0.274	0.207	0.000					
	2021	0.592	0.219	0.000					
	2022	0.341	0.085	0.000					
Signal Interconnect	*2018*	1.701	1.899	0.000	0.494	0.144	0.000	Yes	No
	2019	51.689	44.827	0.000	7.827	9.258	0.000		
	2020	0.000	0.000	0.000					
	2021	2.951	3.832	0.000					
	2022	0.000	0.000	0.000					
Transit Facility Improvement	*2018*	0.046	0.034	0.000	5.584	1.698	0.000	No	Yes
	2019	0.000	0.000	0.000	0.000	0.000	0.000		
	2020	4.968	1.304	0.000					
	2021	1.534	0.422	0.000					
	2022	1.788	0.302	0.000					
	2018	28.546	44.660	0.000	5.821	2.370	0.000	No	Yes

Transit Service	*2019*	0.678	0.431	0.000	14.170	13.100	0.000		
	2020	0.000	0.000	0.000					
	2021	0.000	0.000	0.000					
	2022	0.000	0.000	0.000					
Other	*2018*	13.274	12.860	0.000	0.000	0.000	0.000	No	Yes
	2019	45.270	52.570	0.000	0.000	0.000	0.000		
	2020	0.000	0.000	0.000					
	2021	0.000	0.000	0.000					
	2022	0.724	0.000	0.000					
FFY Totals	*2018*	102.554	527.649	26.425	23.303	9.022	0.000	N/A	
	2019	120.427	401.288	3.570	82.840	7247.61	505.023		
	2020	6.968	1.546	0.000					
	2021	73.186	7373.144	510.225					
	2022	4.453	0.771	0.000					
Total	***2018-2022***	**307.587**	**8304.398**	**540.220**	**123.04**	**7,247.6**	**216.088**		

Appendix A: Background and Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21),[5] signed into law on July 6, 2012, transformed the policy and programmatic framework for making investments that guide the growth and development of the Nation's surface transportation program and created a performance-based surface transportation program. The Fixing America's Surface Transportation Act (FAST Act),[6] signed into law on December 4, 2015, continued and refined these efforts. To examine the effectiveness of the Federal-aid Highway Program as a means to address surface transportation performance at a national level, the United States Department of Transportation (USDOT) established a set of national measures on which state DOTs must report performance.[7]

For the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, MAP-21 required USDOT to establish measures for state DOTs to use to assess traffic congestion and on-road mobile source emissions.[8] To meet this requirement, FHWA finalized three CMAQ performance measures (two congestion measures and one on-road mobile source emission reduction measure), listed in Table 8.

Table 8. Performance Measures for the CMAQ Program

Measure	Description
Traffic Congestion	**PHED**: Annual hours of peak hour excessive delay (PHED) per capita
	Non-SOV: Percent of non-single occupancy vehicle (SOV) travel
On-Road Mobile Source Emissions	**Total Emissions Reduction**: 2-year and 4- year total emissions reductions for each applicable criteria pollutant and precursor for all projects funded with CMAQ funds (kg/day)
Source: 82 Fed. Reg. 5970 (Jan. 18, 2017) (codified at 23 CFR Part 490), available at https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf	

The two traffic congestion performance measures are the PHED measure and the percent of non-SOV travel measure. The PHED measure is the annual hours of peak hour excessive delay per capita that occurs within an applicable urbanized area. The percent of non-SOV travel measure is the percentage of non-SOV trips within an applicable urbanized area. The traffic congestion measures apply to the Chicago, IL-IN urbanized area because it includes NHS mileage and has a population over 1 million people.[9] The on-road mobile source emissions

[5] Pub. L. 112-141

[6] Pub. L. 114-94

[7] 23 U.S.C. 134, 135, and 150

[8] 23 U.S.C. 150(c)(5)

[9] 23 CFR 490.703

performance measure is the total emissions reduction measure. The total emissions reduction measure is the estimated emission reductions, for all CMAQ funded projects, of particulate matter (PM_{10}) and volatile organic compounds (VOC) and oxides of nitrogen (NOx) because these are the applicable criteria pollutants and precursors for which the Chicago area is designated nonattainment or maintenance.[10]

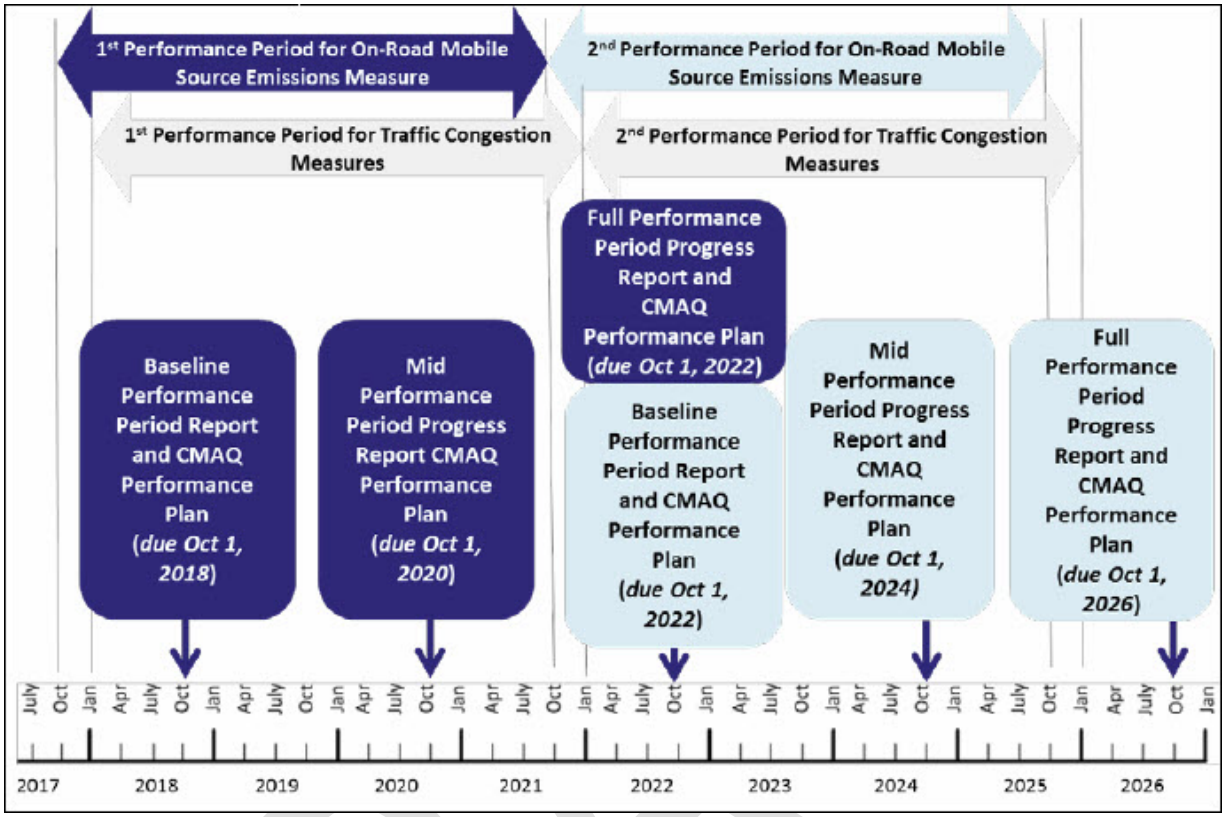
The target reporting deadline for all measures for the 1st performance period is October 1, 2018.[11] In establishing targets, CMAP staff coordinated with the IDOT, INDOT and NIRPC to ensure consistency to the maximum extent practicable. In addition to the reporting required by the regulation, 23 United States Code (U.S.C.) 149(l) requires each MPO serving a transportation management area (TMA) with a population over 1,000,000 that includes a nonattainment or maintenance area to develop a CMAQ Performance Plan to support the implementation of the CMAQ measures.[12] In the CMAQ Performance Plan and its biennial updates, CMAP will report 2 and 4 year targets, describe how we plan to meet our targets, and detail our progress toward achieving the targets over the course of the performance period. The performance periods and reporting timeline for CMAQ measures are indicated in Figure 1 below.

[10] 23 CFR 490.807

[11] 23 CFR 490.107(b)(1)(i)

[12] 23 CFR 490.107(c)(3)

Figure 1. Performance Periods for CMAQ Measures and Reporting Timeline



Source: FHWA CMAQ Performance Plan Guidebook for MPOs

Appendix B: Data Requirements and Sources

Certain data sources are required by USDOT to calculate condition and performance for the traffic congestion and on-road mobile source emissions measures, as follows.

Peak Hour Excessive Delay (PHED)

IDOT, INDOT, CMAP and NIRPC are required to use the same travel time data set for calculating the PHED measure and must establish and report single, unified targets for the Chicago urbanized area.[13] The data sets used to calculate the PHED were processed by CMAP staff and the RITIS[14] MAP-21 PHED tool.

Table 9. Data Sources for PHED Measure

Data	Data Source
Urbanized Area Boundary	U.S. Decennial Census; FHWA's Highway Performance Monitoring System (HPMS) Filed Manual

[13] 23 CFR 490.103(e) and 23 CFR 490.105(f)(5)(iii)(B)

[14] Regional Integrated Transportation Information System www.ritis.org

Urbanized Area Population	5-year annual estimates of the total population of the urbanized area from the American Community Survey (Table DP05)
Reporting Segments	National Performance Management Research Data Set (NPMRDS)
Travel Times in 15-minute Intervals	NPMRDS
Hourly Traffic Volume	NPMRDS via HPMS. Hourly volume estimates follows the method described in "MAP-21 Proposed Measures for Congestion, Reliability, and Freight: Step-by-Step Calculations Procedures" (https://www.apta.com/gap/fedreg/Documents/MAP-21_Proposed_Measures_for_Congestion,_Reliability,_and_Freight.pdf)
Annual Vehicle Classification for Buses, Trucks, and Cars	NPMRDS via HPMS.
Annual Vehicle Occupancy for Buses, Trucks, and Cars	Values recommended by FHWA. https://www.fhwa.dot.gov/tpm/guidance/avo_factors.pdf
Speed Limits	Illinois Highway Information System (IHIS)

Non-SOV Travel

For the Chicago urbanized area, IDOT, INDOT, CMAP and NIRPC agreed upon a data source and method to calculate the Non-SOV travel measure.

Table 10. Data Sources for Non-SOV Travel Measure

Data	Data Source
Mode of Commuting to Work	5-year estimate for "Commuting to Work" totaled by mode from the U.S. Census Bureau's American Community Survey dataset, table DP03, for Chicago urbanized area.

Total Emissions Reduction

FHWA's CMAQ Public Access System is the required data source for calculating the Total Emissions Reduction measure.[15] IDOT is responsible for submitting project information to the CMAQ Project Tracking System by March 1 of each federal fiscal year (FFY), along with the CMAQ Annual Report, for all projects obligated in the previous FFY.

Table 11. Data Sources for Total Emissions Reduction Measure

Data	Data Source
Emissions reduction estimated for each CMAQ funded project by pollutant and precursor (kg/day)	IDOT extracted data from the CMAQ Public Access System found at https://fhwaapps.dot.gov/cmq_pub/

[15] 23 CFR 490.809(a)

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MEMORANDUM

To: Transportation Committee

From: CMAP staff

Date: September 11, 2020

Re: Safety action agenda

While traffic fatalities dropped slightly in 2019 relative to 2018, and the rate of serious injuries has decreased somewhat in the past few years, traffic safety is improving too slowly to meet statewide targets. At its November 2019 meeting, the Transportation Committee urged CMAP to form a safety committee to address the problem. Staff responded at the April 2020 TC meeting with a proposal to form a resource group that would be responsible for helping CMAP develop its traffic safety action agenda, which is one item in CMAP's work plan for FY21.

Work activities this year

The safety action agenda is meant to encourage doing while planning. To that end, the project is expected to produce 1 – 2 implementation-oriented products while also mapping out work to develop over the next few years. The overall scope is:

- **Set the background** (e.g., update safety trends from CMAP's 2017 traffic safety strategy paper, document implementation of the current Strategic Highway Safety Plan recommendations, identify safety impacts by race and income, etc.)

- **Narrow emphasis areas** for the resource group to focus on in FY21 (this assessment will weigh factors like ability to influence, lack of progress on emphasis area, likelihood of success, etc.) and select two to develop more detailed implementation products. Early thinking is that they should be focused on speeding/speed management and bicycle and pedestrian safety.

- **Develop 1 – 2 more detailed implementation products** for the two selected emphasis areas -- early thinking is that these would be:

1. A policy paper on speed management
2. Establishing a local opt-in safety commitment or program, potentially branded as a Vision Zero, which could include a customizable set of policy principles (for example, on the role of racial equity), departmental training materials, etc. Outreach to local governments would be a central part of the project.

- Identify a list of **other work plan projects** for future fiscal years, including potential initiatives to coordinate regional action on safety, such as:

    - Growing a regional traffic safety coalition
    - Refining the sidewalk inventory to include a safety element
    - A regional data product tracking safety metrics with geographic detail aimed at a general audience
    - Expanding current usRAP pilot project

Goals

The chief goal of the traffic safety action agenda is to determine a more specific and aggressive course of action for the region to achieve its traffic safety targets. It is intended to selectively address traffic safety topics rather than cover all emphasis areas. Subsidiary goals include forging stronger partnerships among state, county, and municipal highway and traffic enforcement agencies, including the State Police and the Secretary of State, and raising the prominence of traffic safety issues at the local government level.

The speed management paper would build the case for, and establish guidance for jurisdictions in the region about, limiting traffic speed. Ultimately roadway jurisdictions would adopt alternative approaches to setting speed limits and invest more in capital projects to support safe traffic speeds. Identifying strategies to encourage speed limit enforcement while assuring racial and economic equity would be a key element of this work.

For the opt-in safety commitment, the goal is to give municipalities a framework to limit traffic fatalities and injuries. About 60 percent of traffic fatalities occur on non-state roads, many of those municipal. CMAP has a unique role in municipal transportation through the Council of Mayors.

Traffic safety resource group

CMAP expects to form a "resource group" to help develop the safety action agenda. Resource groups at CMAP are short-term, special-purpose groups set up to help develop a particular product, usually a special report, and then disbanded afterward. Limited commitment can help encourage involvement by non-traditional stakeholders. This group would be tasked with helping develop the products listed above and meet virtually or in person 6 – 7 times to do so

over the next year and a half. The group will be 15 – 20 people in size and should include advocacy groups and academics besides the 4Es.

Category	**Example**
Engineering	Chicago Department of Transportation, DuPage DOT, IDOT District 1, IDOT Central Office, RTA, Planning Liaisons, etc.
Advocacy	Metropolitan Planning Council, Center for Neighborhood Technology, Active Transportation Alliance, Access Living, etc.
Emergency services	Illinois State Ambulance Association, tow truck driver representative, Illinois Emergency Services Management Association, Chicago Department of Public Health, Illinois Department of Public Health, etc.
Enforcement	Illinois State Police, IDOT Law Enforcement Liaison, court system representative, Illinois Association of Chiefs of Police, individual police department representatives, etc.
Education	American Automobile Association, Secretary of State, AARP, Illinois drivers education representative, etc.
Academic	Northwestern University, University of Illinois at Chicago, etc.

In addition to the safety action agenda work described above, CMAP continues to work on traffic safety issues through other venues, most importantly via Local Technical Assistance projects and programming funding toward projects addressing traffic safety.

ACTION REQUESTED: Discussion

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